Product Group 2 Technical Questions and Responses

1. The FAA is requiring the price offer to be presented as a discount from MSRP and below GSA. Our experience has been that some manufacturers, especially many of those required in solicitation # DTFAWA-10-R-00026 (group 3 of 3), may not regularly publish or update MSRP lists. Would the FAA accept an offer as a discount from another publicly verifiable index, such as a contractor's commercial catalog or other federal contract, in lieu of a discount from MSRP?

FAA Response: Discounts must be provided as discounts from MSRP.

2. The FAA has instructed vendors to propose two manufacturers for each line item. In recognition of the fact that manufacturers specialize in certain types of products, is the FAA open to receiving proposals with different manufacturers for different lines (for example OEMs A and B for Line 1 but OEMs B and C for Line 2)?

FAA Responses: Different manufacturers may be proposed for the different product lines (laptops vs. workstations vs. tablets, etc.) in the pricing table.

3. Reference: Section J, Attachment IX, "Professional Services" tab
   a. Question: OEM Equipment Maintenance is typically provided as a Firm Fixed Price for the individual piece of equipment. Will Equipment Maintenance CLINs be requested as Firm Fixed Price options on individual Task Orders under this contract?

FAA Response: Equipment maintenance on this contract will be priced as discounts from MSRP. Any exceptions to this pricing methodology may require negotiation after contract award.

4. Reference C.5.1.1, page C.5, fourth paragraph
   Since the FAA has an Enterprise License Agreement with Microsoft, do Microsoft Operating systems licenses have to be provided with proposed systems?

FAA Response: Yes

5. C.5.1.2 – Most OEM's now utilize a multi-source model in which parts are procured from multiple vendors based on a given vendor's ability to meet product specifications, as opposed to specific model numbers. This allows OEM's to obtain parts based on both lowest current price and product availability and allows for supply chain continuity. With this in mind, basic system components such as motherboards, memory, hard drives, optical drives, etc. may be interchanged or substituted while still meeting the requirements of the given component. In instances where parts are multi-sourced, OEM's assure that the Form, Fit, and Function of all alternative parts meets or exceeds the product specifications and assures that drivers, chipsets, and any other potentially image-impacting

specifications remain consistent. Given that this is an industry standard practice it is recommended that the FAA change this requirement to "The Contractor shall ensure that desktop and laptop components, i.e. motherboard, processor, chip sets, video, network and sound cards, meet the form, fit and function of originally offered configurations for a period of not less than six months."

FAA Response: The paragraph in Section C.5.1.2 stating: "The Contractor shall ensure that all desktop and laptop computers contain the identical motherboard, processor, chip sets, video, network, and sound cards as the originally offered configurations for a period of not less than six months. Changes to the original configurations shall be negotiated and negotiated changes shall be maintained for a minimum of six months from the time the first changed configuration is purchased." is removed by FAA. Please refer to the second paragraph of Section C.5.2 for information regarding hardware imaging.

6. C.5.8 – Please define "contract line item" as stated in section 5.8 "Include all contract line items, a subset of contract line items, or any other items related to full Product Solutions, as stipulated by the Government"

FAA Response: A contract line item is the product assigned to a contract line item number (CLIN). In this context the contractor must show a representative sample of products available on the contract on the website.

7. C.5.8 – Please define "organizational information" and if this information is to be placed on the shipping label as stated in "Have the ability to accept shipping addresses and organizational information (e.g., agency, line of business, organizational office)

FAA Response: The website ordering process must permit the customer to enter the organizational information required for the Monthly Report (Section J, Attachment III, "Pick Lists" worksheet): line of business, organizational office/region and DOT mode.

8. According to the pricing file contained in Attachment J we interpret the FAA has a requirement for all bidders to propose two different manufacturers (OEM) computers. As an OEM who is interested in submitting the most cost competitive bid response, this requirement restricts our ability to submit a bid directly to FAA. Typically an OEM does not have the ability to resell their competitors products. Per Section M.1.3 the FAA has the right to make multiple awards so would the FAA consider removing the 2 OEM requirement and/or allowing the OEMs to only bid their products?

FAA Response: The requirement for two different manufacturers will not be removed from this solicitation.

9. To ensure that the FAA receives quotes that offer the most current available technology standards in the industry today, there are a number of areas where the technology is obsolete and should be revised to meet the more current standards, please see below for recommended modifications:

– 3a. – For the thin client chassis, this is not a chassis that has any slots internally and is often not equipped with a hard drive. That said a chassis intrusion switch would add unnecessary cost to this model. We ask that the FAA exclude this spec for thin client chassis due to the fact that they are not traditionally opened once bought, as they more lend themselves to a fixed appliance model.

– 5a – For higher end technology, i.e. workstations, vPro is not typically not an option, would the FAA please remove this requirement?

– 5a – The current recommended technology for optimal configuration and design is utilizing 3GB increments, would the FAA please revise the specification to 3GB or 6GB?

– 5a – Currently the FAA is requesting a 512MB PCIe x16 NVIDIA Quadro FX 1700 Dual Monitor 2xDVI + HD-OUT however this is older technology so in an effort to provide the FAA with the latest technology would the FAA please revise this spec to 768MB NVIDIA Quadro FX 1800 dual monitor 2xDVI +HD-Out?

– 5a – Floppy drives are currently obsolete and the FAA has not procured any of these in the past several years so for cost saving purposes it is recommended that this requirement be removed.

– 6a – Currently the FAA is requesting 4GB, DDR2 ECC SDRAM Memory 667MHz, 4X1GB and the current recommended technology for optimal configuration and design is a DDR3 utilizing 3GB increments, would the FAA please revise the specification to 3GB or 6GB?

– 6a – Currently the FAA is requesting a nVidia, NVS 290, 256MB dual DVIGraphics Card however this is older technology so in an effort to provide the FAA with the latest technology would the FAA please revise this spec to 256MB NVIDIA Quadro NVS 295 dual DVIGRaphics Card?

– 6a – Floppy drives are currently obsolete and the FAA has not procured any of these in the past several years so for cost saving purposes it is recommended that this requirement be removed.

– 7a – Currently the FAA is requesting 8GB DDR3 ECC SDRAM memory. Since DDR3 memory is a three channel memory bus architecture, it is recommended all three memory channels be populated with DIMMs for maximum performance via 2X increments beginning with 1GB (i.e. 1GB, 3GB, 6GB, 12GB, 24GB). Would the FAA please revise this spec utilize the three memory channels?

– 8a – Currently the FAA is requesting a Core 2 Quad QX9300 however this is older technology so in an effort to provide the FAA with the latest technology would the FAA please revise this spec to Intel i7 Quad Core processor. Additionally, the FAA current standard is i7-820QM Quad Core 1.73GHz 8MB.

- 8a – Currently the FAA is requesting a 1GB NVIDIA Quadro FX 3700M however this is older technology so in an effort to provide the FAA with the latest technology would the FAA please revise this spec to 1GB NVIDIA Quadro FX 3800M?
- 8a – Currently the FAA is requesting a Intel WiFi Link 5100 (802.11 a/g/n 1X2) however this is older technology so in an effort to provide the FAA with the latest technology would the FAA please revise this spec to Intel Wireless 5300 802.11a/g/n 3x3 Mini-Card?
- 9a – Currently the FAA is requesting a Core 2 Duo P9700 with VT and vPro however this is older technology so in an effort to provide the FAA with the latest technology would the FAA please revise the spec to Intel Core i5 processor at minimum?
- 9a – Currently the FAA purchases a 14.1" screen. Would the FAA consider modifying the specification to 14.1"?
- 9a – Currently the FAA is requesting a NVIDIA Quadro NVS 160M however this is older technology so in an effort to provide the FAA with the latest technology would the FAA please revise the spec to 512MB NVIDIA NVS 3100M?
- 9a – Currently the FAA is requesting a Intel WiFi Link 5100 (802.11 a/g/n 1X2) MiniCard however this is older technology so in an effort to provide the FAA with the latest technology would the FAA please revise the spec to Intel Centrino Advanced-N 6200 802.11a/b/g/n Half Mini Card?
- 10a – Currently the FAA purchases a 15.6" screen with HD technology. Would the FAA consider modifying the specification to 15.6" and replacing the WUXGA requirement with HD?
- 10a – Currently the FAA is requesting a Intel WiFi Link 5100 (802.11 a/g/n 1X2) MiniCard however this is older technology so in an effort to provide the FAA with the latest technology would the FAA please revise the spec to Intel Centrino Advanced-N 6200 802.11a/b/g/n Half Mini Card?
- 10a – Currently the FAA is requesting a Core 2 Duo P9600 with VT and vPro however this is older technology so in an effort to provide the FAA with the latest technology would the FAA please revise the spec to Intel Core i5 processor at minimum?
- 10a – Currently the FAA is requesting a 256MB NVIDIA Quadro NVS 160M however this is older technology so in an effort to provide the FAA with the latest technology would the FAA please revise the spec to 512MB NVIDIA NVS 3100M?
- 10a – Currently the FAA is requesting a Intel WiFi Link 5100 (802.11 a/g/n 1X2) MiniCard however this is older technology so in an effort to provide the FAA with the latest technology would the FAA please revise the spec to Intel Centrino Advanced-N 6200 802.11a/b/g/n Half Mini Card
- 11a – Currently the FAA purchases a 13.3" screen. Would the FAA consider modifying the specification to 13.3"?
- 11a - Currently the FAA is requesting a Intel WiFi Link 5100 (802.11 a/g/n 1X2) MiniCard however this is older technology so in an effort to provide the

FAA with the latest technology would the FAA please revise the spec to Intel Centrino Advanced-N 6200 802.11a/b/g/n Half Mini Card?

- 14a – Currently the FAA is requesting a Integrated Graphics Media Accelerator however this is older technology so in an effort to provide the FAA with the latest technology would the FAA please revise this spec to Intel HD Graphics with dynamic frequency? Additionally the FAA current standard is Intel HD Graphics with dynamic frequency.

- 15a – Currently the FAA is requesting a 4GB DDR2-667 SDRAM however typically this architecture is best utilized with either odd number of GB so it is recommended that the FAA changed this requirement to either a 3GB or 5GB?

FAA Response: Offerors are encouraged to propose hardware that is comparable or better than the specifications provided in the pricing table. No extra consideration will be given to items with specifications that are better than those provided in the table. The following modifications are being made to the pricing table line items in response to recommendations stated above in Question 9:

a) **Item 3A is amended to not require a chassis intrusion switch.**
b) **Items 5A and 5B are amended to not require vPro which is not available on Xeon processors; we are also removing the requirement for a floppy drive on these items.**
c) **Items 6A and 6B are amended to not require a floppy drive.**
d) **Items 5A and 5B, 6A and 6B requiring DDR3 RAM are amended to 6GB DDR3.**
e) **Item 7A and 7B are amended to 9GB DDR3.**
f) **Items 9A and 9B are intended to be a minimum of 14 inches and within a range of 14 inches to 14.6 inches.**
g) **Items 10A and 10B are intended to be a minimum of 15 inches and within a range of 15 inches to 15.6 inches.**
h) **Items 11A and 11B are intended to be a minimum of 13 inches and within a range of 13 inches to 13.6 inches.**

10. Reference B.4 - Pricing, wherein it states "The resulting prices for products and services purchased under this contract must be provided as discounts from the MSRP." Will the Government accept offers that propose discounts off of the offeror's published commercial price list?

FAA Response: Prices must be provided as discounts from MSRP.

11. The RFP states in part "...Interested vendors must be a GSA Schedule 70 contract holder." As such, does the FAA require all proposed products and services bid to be on vendor's GSA schedule 70 contract by the proposal due date?

FAA Response: All products and services are not required to be on the Offeror's GSA Schedule 70 by the proposal due date.

12. C.5.1.1, page C.5, fourth paragraph

    Since the FAA has an Enterprise License Agreement with Microsoft, do Microsoft Operating systems licenses have to be provided with proposed systems?

    FAA Response: Duplicate question see response to question # 4

13. L.1.10.1.2, Sub-factor 3 Business Intelligence, page L-10

    Please complete the opening sentence which ends "…to achieve greater cost efficiencies by."

    FAA Response: This instruction has been revised to remove the word 'by".

14. How many awards does the FAA anticipate per Group under the SAVEs umbrella program?

    FAA Response: Please refer to Section M.1.2 Number of Contracts to be Awarded.

15. Will the resulting contract be awarded under the offeror's GSA Schedule Contract?

    FAA Response: No, The FAA contemplates award of an FAA Indefinite-Delivery/Indefinite-Quantity fixed price contract.

16. Reference Part IV – Section K. Paragraph K.12 applies the Buy American Act(BAA). Since the BAA currently exempts IT products, please confirm this offeror's assumption that K12 does NOT apply to this procurement.

    FAA Response: The BAA application is not applicable to this SIR. A revised Section K has been provided.

17. Reference Part IV – Section K. Paragraph K.13 (a) applies the Buy American Act(BAA). Since the BAA currently exempts IT products, please confirm this offeror's assumption that K13 (a) does NOT apply to this procurement. Assuming K13 (a) applies, please confirm that the preference of K13 (b) which is no longer required is also not applicable.

    FAA Response: The BAA application is not applicable to this SIR. A revised Section K has been provided.